YERRICH DAMP CHOTESTAW PET

FLANKING THE CANADIAN INFLUENCE.

The Erie Canal a Free Water-Course for Western Produce.

A New Ocean Route to Europe Suggested.

A Radical Change of the Canal Policy Inevitable.

Six New Freight Lines Required from New York to the Great West.

## LAMENTATIONS OF THE MERCHANTS.

Our exhaustive article on the grain trade of thi city, published on the 29th of September, in which we fully demonstrated, by figures that could not be controverted, how materially this traffic was diverted from us by neighboring cities, has had the most astounding effect upon the entire country. The same day copious extracts were telegraphed far and wide to the Associated Press, and as a matter of course, EDITORIAL COMMENTS

were made thereon by nearly every journal pro and con. The Western, Eastern and Canadian newspapers especially interested themselves on the subject, which is of no mean import to them all. We the Pennsylvania canals have been brought into use for the purpose of securing to Philadelphia a portion of the great Western trade, to counteract which the enlargement of the Erie and Oswego canals was projected and completed. Then we touched upon the subject of the enormous increase in that line via the St. Lawrence River to Canada, and reviewed the present canal policy persued by our State government and suggested the proper remedy, whereby New York can retain that traffic, despite the great inducements offered to the Western producers by Philadelphia, Balti-more, Boston, New Orleans and Montreal.

One of the many comments made upon our exhibit deserving attention is the following, taken from the St. Louis (Mo.) Democrat, which repub-It will be realized by the HERALD's article that the large

It will be realized by the Herald's article that the large amount of grain now moved.

wis Montreal, Iso Chicago to Nurope,
with Montreal, Iso Chicago the heaviest and boldest operators on Change. They deal normously in grain and provisions, and are mostly connected directly with Montreal parties, and direct their shipments to that city. Montreal will not, as a matter of rourse, ship the produce she hundles via New York. Thus, despite the lakes and the Eric canal, a large part of the produce and provisions Chicago will handle in the fluture will go abroad by the St. Lawrence River, even were the canal to be made toll free and no charges to be laid for transfer at Buffalo.

New York has but one remody against the steady decline of her large produce and provision trade, and that in co-operating with St. Louis to take the grain and meats of the west from us via New Orleans. If New York clay will spend half the money in creeting ocean facilities

should be the putting on of
A DAILY LINE OF IRON GRAIN PROPELLERS
from New Orleans to New York, able to carry cotton,
sugar, tobacco and hides amidships and 50,000 bushels of
bulk grain in the hold. These two steps would insure her
much more trade in grain and provisions than any one
freams of, and the things to be done to further increase
this trade year by year would naturally suggest themselves.

practical effect is not our province to speculate upon, but that there is a good point therein for our merchants to contemplate is certain and deserving

Great as is our grain commerce, being 88.712.786 tushels during the year 1871, or 45 9-13 per cent of the entire trade, yet, in proportion to our population, our natural seagoing outlets and our commercial wealth, we are rapidly retrograding. It must be remembered that within the past ten years our population has in-creased thirty-three and one-third per cent, and at this ratio the first of the next century will witnes, an inhabitance of nearly one hundred million soul in the United States.

OUR TRANSPORTATION ROUT ES are not holding pace with the great demand for carrying freights, and, not withstanding we possess more rallway surface than any other country, yet the capacity is by no means adequate to the de-

We fully expect that our Legislature will adopt such measures at its next session in relation to our canals that we shall be able to record their

our canals that we shall be able to record their speedy enlargement. The enormous revenue which the Eric canal has thrown off since its completion should act as

A STIMULUS FOR FURTHER IMPROVEMENTS.
We only need a lengthening of the locks and the adoption of the tumble lock gate, or if the canal could be widened so as to admit of steam navigation without doing injury to the sides by the "wash," the freights could be brought from Buffalo to New York in six days, against fourteen, the present average time.

A Minnesota newspaper authority says that "the proposed enlargement of the Weiland and St. Lawrence canals, by which vessels can carry 30,000 bushels of grain instead of 16,000 or 17,000, will, when effected, offer a channel of communication between the Western producer and the foreign consumer by far the cheapest and quickest of any water line, and one which will easily compete in time with railroad transportation to the seaboard. New York commercial men see this, and realize that the Eric Canal must be practically thrown open to commerce free of

New York commercial men see this, and realize that the Erie Canal must be practically thrown open to commerce free of

Tolls and other burdens burdens of the Eric (and the Eric Canal must be practically thrown open to commerce free of

Tolls and other burdens of the Empire State part portion of the foreign grain trade is not to be diverted from its present well worn grooves.

One of the political conventions of the Empire State has already declared in favor of making

THE ERIE CANAL A FREE WATEL-COUNSE for Western produce, and it cannot be doubted that public opinion is setting strongly in that direction, although it may be two or three years before the conservative rural districts will consent to forego the income from a public improvement, which has cost a score of militons of dollars, for the benefit of the foreign trade of New York city.'

Our contemporary may be right in his conclusions, but it must be taken into consideration that New York has been the chief support of the Eric Canal since its existence, and even if our "Tural districts" should compiain at first, they will soon become convinced that the growth of our city's trade enhances the wealth of the entire State, and in the end they become the gainers.

According to computation made of

THE CLOSE OF NAVIGATION

and canals based upon an aggregate of a number of years past, is shown a result as follows:—

The Hudson River was closed during forty-seven years 3,341 days, or an average of 14-47, the longest period being 125 days, which happened in 1843, and the shortest time was 47 days, in 1842.

In thirty-seven years the canal mavigation was open for 8,384 days, or an average of 226-22-37 per annum; thus barring navigation nearly 139 days in each year.

THE ACCUMULATED PRODUCE

in Western granaries must have been sent somewhere, it being impossible to bring the same to sea ports by water. Hence our railronds are brought into requisition, and the traffic belonging to the canais, then closed by ice, is carried via rail. Here comes the great cause of complaint. The rolling stock applicable for transportation of produce is sadly deficient and grudgingly furnished to our dealers. Now, the question naturally arises how to ablate this evil?

centring in New York have more passenger traffic than is compatible with their carriage of freight. Fast trains have the right of way and alow trains must lay on side tracks. Let there be one, two or half a dozen freight lines built from

trai seat of capital,

and as soon as we shall have a clear entry to harbor via Willett's Point, our shipping facilit will be more than doubled; and with an increase shipping comes a reduction of freight.

OUR MERCHANTS ARE LAMENTING the search of cars whereon to ship their product this is not only the cry of New York dealers, Chicago complains more bitterly—olds the followed.

the scarcity of cars whereon to ship their produce. This is not only the cry of New York dealers, but Chicago complains more bitterly—side the following extract from the Chicago Tribunes—
The talk about corners is about subsided, and the great topic of the day is "transportation." The city is fast filling up with grain, as our receipts are on the increase and already largely exceed our slipments, while the facilities for sending our grain East promise to become even more contracted than now in the near future. Freights are high-almost up to a prolibitory point-but vessels and rallroad cars are scarce, even at that Indeed, it is now fully as cheap to transport grain to New York by rail as by water, and very many more shippers would take the rairroad if they could culy procure cars. We gave, a day or two ago, the principal reason for the scarcity of vessels to be the enhanced demand for the transportation of other material than grain, to supply the loss of the immense quantities of properly burned up in October last. But another reason is to be found in the fact that till about one year ago lake freights were at starvation prices for a long time, so that the building of vessels was discouraged. Hence we have a scarcity of reight room, which cannot be remedied till the present occasion for the remedy has gone by. The proposed freight railroad to the East would help provent any future glut, and it is probable that the present occasion for the remedy has gone by over the condition of afairs will largely atimulate shipbuilding auring the coming Winter. But that will not help us out of our present dilutions of railroad in the fact that will not be present condition of afairs will largely atimulate shipbuilding auring the coming Winter. But that will not be sent the proposed freight pice with by the steady augment in our receipts, caused by the continuous enlargements of arrable point of the state will average to this city from a const the Misses of the last of the continuous enlargements in our receipts, caused by the

what will soon be prosperous States will each year add yast areas of arable land to the extensive tracts that now pour their cereal treasures into the lap of Chicago.

The writer of this had a long interview with General Diven, vice President of the Eric Railway. This gentleman, who is

A PRACTICAL BAILROAD MAN, says substantially the same as we do, that the present railroad facilities are by no means, for the rapidly increasing commerce, sufficient. The distances traversed by our three great roads from Chicago is as follows:—Vis Albany, 1,000 miles; New York and Eric, 970 miles, and the Pennsylvania routes, which are by far the shortest, 766 miles. The aggregate capital of the three companies is about four hundred million dollars. Thus the distances are too great to be profitable at ruling rates of freight.

THE REMEDY PROFORED

Is to build an air line to Chicago, with three tracks of steel rails, two of which are to be devoted exclusively to transporting freight, while the other is to be used for passengers. While it requires at present an average of six days to bring heavy trains of produce to this city from the West, this new road, with one-half the expense, could pay a handsome dividend and deliver freight here in buik within forty-eight hours of shipment. At the last session of Congress a bill was introduced asking consent to construct

AN AIR LINE TO CHICAGO, subject, however, to the laws of the States through which the proposed route will be located. The bill was referred to the Judiciary Committee, where it remained, consequent upon the pressure of other important business, and it is hoped will be passed at the next session. General Diven estimates the cost of such a road at \$100,000,000, thoroughly equipped in every particular. The capital to construct the same has been pledged by European syndicates.

Where collisions or railroads occur it can always be traced to the fact that.

at the next session. General Diven Califiates at 18 180,000,000, thoroughly equipped in every particular. The capital to construct the same has been pledged by European syndicates.

Where collisions on railroads occur it can always be traced to the fact that

FREIGHT TRAINS ARE IN THE WAY.

A line devoted exclusively to this traffic is safe and sure to bring trains through on time. The new the preposed to be built will touch at Sandusky, Milton, Pa., take in the bituminous and anthracite coal fields, Banville, Mauch Chunk, Delaware Water Gap, and by a deviation avoid the New Jersey Central Railroad to New York.

Further than this Commodore Dodge and Mr. Abbott have designed an air line to the Mississippi, which is to run forty miles south of Chicago (which city is to be reached by a branch road), charters and capital of which are already assured.

If, therefore, all these projects are carried into effect, and the established roads—the New York Central in particular—act a little more liberal toward New York dealers and not make such large concessions to Eastern Traffic,
we need feel no apprehension for our trade, and, instead of decrease, we may count fully upon an influx more than double that alienated from us by Boston, Montreal and Philadelphia.

We are sure of the entire exports of the United States, New York has averaged within the past five years sixty-four per cent of the pork, eighty-two per cent of lard and eighty-four per cent of lard and east in England, where railroad codents averaged 100 per cent in ten years.

When Insights we can obtain all the other, which we do not get under the present diversion.

Our railroad corporations claim that an addition of rolling stock would tend to block up the roads and casualities would increase manifold, as is the case in England, where railroad accidents averaged 100 per cent in ten years.

When navigation closes at Buffalo the FACILITIES FOR TRANSPORTATION are grea

CANALS, NEW YORK CENTRAL RAILROAD AND ERIE

Year.	New York State Canals.		New York Central Railroad		Erie Railway.	
	Tons moved one mile.	Receipts per ton per mile	Tone moved one mile.	Receipts per ton per mile	Tons moved one mile.	Receipts per
1860 1861. 1862 1863 1864 1865 1866 1867 1868 1870	809,524,596 1,123,548,420 1,134,130,023 871,335,130 843,915,779 1,012,448,034 958,362,953 1,033,787,25 919,153,611 904,361,672	1.080 0.876 1.150 1.100 1.000 0.880 0.920	314,081,275 264,993,626 831,075,547 362,180,60 366,199,756 474,419,726	2,40 2,75 3,31 2,92 2,53 7,58 2,20	214,084,395 251,350,127 351,092,285 403,670,861 422,013,644 388,557,213 476,485,77,2 549,888,42, 595,669,225 817,839,190 893,862,718	Chs. 1.84 1.73 1.89 2.09 2.31 2.76 2.45 2.04 1.92 1.60 1.37
Total.	10,374,144,998	7	3,927,822,127		5,518,660,891	TO

\*Includes Hudson River Railroad, 150 miles.

For ten years previous to 1870 the canals carried about twenty-four per cent more freight than the New York Central and Eric Railroads together.

The following shows the length and the cost of construction and EQUIPMENT OF THESE THREE GREAT TRUNK LINES.

Railroad.

Brie Railway.

Total.

\$214,422,103 2.463

The average yearly business upon the canals for nine years following 1860 is inheteen per cent greater than the business for that year, while upon the railroads of the State the increase has been for the same period eighty-nine per cent greater than the business of 1860. The

TOTAL NUMBER OF TONS MOVED

One mile on all the canals and railroads in the State in the ten years from 1860 to 1869 inclusive was 19,662,593,782. Of this amount the canals, with an average season of less than seven and one-half months in each year, transported 48 3-10 per cent, or very nearly one-half; and all the railroads, in operation the whole time, transported 51 8-10 per cent. In severa 10 these years the

CANALS TRANSPORTED MORE FREIGHT in seven and one half months than all the railroads in the State did in the whole twelve months. In 1860 there were 3,146 miles of railroad in operation in this State, and in 1870 there were 4,776, an increase of 1,627 miles.

The traffic of the New York Central and Hudson River Railroad and Eric Railway for one year, ending December, 1871, in tons, may be compared by the following table:

New York

Eric

Railroad.

Erie Lumber, staves, &c .... Lumper, sexted Animals Vegetable food. Other agricultural products. Manufactures. Merchandise

THE P	vergue on	GRAIN CARRIED	-
by the New York animais it was Radroad stands delivered at the January to Jun grain:—	Central 389,119. almost eir eleva	is 713,249 tons, But in coal traffic alone. The Erie tors or on steam	Railway
January	59,973,770	A contract of the contract of	Lhe.
February	44,527,900	May	. 32,371,330 47,167,530

Total..... Local or New York delivery......

Total. 208,008,109
Total. 208,008,109
This grain was composed of oats, corn, wheat and barley, averaging to lbs to the bushel, which makes a total carriage of 5,373,902 bushels for six months. The Eric Railroad Company have formed a CONNECTION WITH THE WHITE STAR LINE Of steamers, and are bringing ireight from the West, for which they give bils or lading through to Europe. They also contemplate the erection of first class elevators and storehouses on their docks, when all the little petty chicaneries to which grain dealers have heretofore been subjected will be entirely overcome. This road is, strictly speaking,

obscure localities, our dealers will remain the sufferers.

With the accomplishment of the above FROJSCTED INFROVEMENTS, the widening of our canals and the building of new freight railroads, if New York wins back the trade she has already lost, and which properly belongs to her, we must by no means overlook the important fact of the close proximity of the West to the Southern scaboard. Although it requires

Southern scaboard. Although it requires

A VERY HEAVY EXPENDITURES, say from forty to fifty million dollars, on the Kanawha Canal, to connect the James River, at Richmond, with the Ohio River, at Parkersburg, W. Va., and through the latter stream with the entire river system of the West, including the Mississippi and Missouri Rivers and their numerous tributaries, the day is not far distant when the capital will be forthcoming to accomplish the same.

Such a roule would bring produce direct to the seaboard without rehanding, besides offering

A NEARER GCEAN EQUITE TO EUROPE.

seaboard without rehandling, besides offering

A MEARER CCEAN ROUTE TO EUROPE.

The distance from Norfolk, Va., on Chesapeak,
Bay, to Point Pleasant, on the Ohio River, via the
Kanawha Canal, the James, Kanawha, New and
Greenbrier rivers, is 606 miles, comprising the following water line of communication, viz.;—

The only portion of this route not completed is about two hundred and eighty-nine niles, of which only eighty-one niles require excavation and 208 miles necessitate locks and dams in the river channels.

Should this great water route become a reality, providing a clear navigation for ten months in the year, thus connecting the river system of the West with

with

A SEAFORT AT NORFOLK

equal to New York or any other Atlantic port for foreign export trade, this work would assume wastly more importance as a competitor for Western commerce than has heretofore been accepted.

Western commerce than has heretofore been accorded to it.

The Kanawha route between the east and west has a canal\*navigation nearly one hundred miles less than the Eric Canal from Buffalo, and there are only three degrees difference in longitude between Buffalo and Norfolk—the latter place being in the same longitude of Syracuse. Its line is almost directly west to the Mississippi. With the river, guif and ocean a quadrilateral route is formed, free of all toils. The St. Lawrence route triangulates the route through New York, with only forty-eight to sixty-mne miles of ship canal, adapted to large ocean ships of 1,200 to 1,500 tons. This route is, moreover, nearly one thousand miles less in distance

This route is, moreover, nearly one thousand miles less in distance

FROM CHICAGO TO LIVERPOOL

than by the New York route. This route south of us, Boston and Montreal on the cast, Baltimore, fed and supported by that immense monopoly—the Baltimore and Ohio Raliroad South, and Philadelphia bolstered up by the entire strength of the Pennsylvania Central Raliroad—may well cause our merchants some uneasiness, and it behooves them to adopt the most stringent measures, not only to induce new trade to come to this city, but endeavor to recover that we have already lost and will continue to lose through nothing else but apathy and mismanagement.

The TRANS-ATLANTIC TRADE

The time has arrived when

THE TRANS-ATLANTIC TRADE

of the country is sharply competed for. Is our city
and State prepared for such a competition, and,
moreover, with the fact that every seaport is
arrayed against us? We answer no. Our canal
policy requires a radical change, and our railroad
companies must be made to understand that something more than huge dividends to stockhoiders is
required of them, and that the
of the great metropolis largely depend upon their
readiness to transport freight as rapid and at as
low rates as possible. If our canals be enlarged
and are ready to accommodate the business, capital will be deterred from investment in other enterprizes, especially if the time between Buffalo
and New York is reduced from the present two
weeks a trip to three or four days. Then we will
find that we have every advantage in possessing a
trade which it will be difficult to turn from its accustomed channels, and the rich products of the
West will continue to come to us in spite of ail opposition.

## THE SING SING FIRE.

An Indignant Taxpayer Denies the Charges of Negligence and Incompetency of the Firemen in Subduing the Recent Conflagration.

To the Editor of the Herald:—
I noticed an article in the issue of your paper of the 14th inst., under the head of the "Sing Sing" Fire," which certainly is calculated to misrepresent and otherwise injure part of the citizens of this place. As firemen we do not think we are immaculate nor very different from firemen of other villages with the same opportunities that we possess; but that we are the flends and inhuman wretches spoken of in that article is a libel on every one and can be hurled back with perfect vengeance and more truthfulness in the teeth of the informer of your correspondent, who, with some few others, would wish it were so than otherwise. "A leading wish it were so than otherwise. "A leading man," your correspondent says. Now what he leads would be hard to tell, unless it is the poor man's earnings into his purse, without any equivalent, and too mean and penurious to contribute one cent willingly for the proper government of our village, and undoubtedly has taken this mode to cast his insinantions upon his better class, for fear that we shall be taxed a few dollars for the making of some necessary improvements to put our village in a good defence in case of ire. As to the fire spoken of, it was first discovered about twenty minutes past twelve A. M., in the most quiet part of the night, there having been a political procession the evening previous, which kept most of the inhabitants up until a late hour before retiring, consequently they were very tardy in getting to the fire, giving it great headway. Having broken out in a row of wooden tinder boxes, called "stores," two of which were constructed about three years ago, entirely of wood, not a brick or even plastering of any kind in them, therefore a pile of wood and shavings, constructed expressly for a bonfire, could not have been more combustible, and so intense was the heat and so high the fiames that in a few moments, with a southerly wind, they lapped across the street to the new brick buildings, with wooden cornices and glass fronts, that were consumed like the dew. The firemen were promptly on the ground, as usual, and doing their utmost to put out the fire, assisting in carrying out goods and furniture, and relieved the sufferers in every manner possible, by their engines draining first one well and cistern and then another, until their labors had exhausted all in the vicinity, and stopping the devouring element seemed almost hopeless; when a sudden thought from the multitude gave vent to the word that there was a manhole in the Croton aqueduct adjoining Tompkins Market, about four hundred feet from the confagration. No sooner said than done. The firemen sprung to the rescue and took up the iron t man," your correspondent says. Now what he leads would be hard to tell, unless it is the poor

ESSEX MARKET POLICE COURT.

Doolan o' Kildare.

The returns at this Court yesterday were very light-most of them cases of intoxication and disorderly conduct. Judge Shandley disposed of the morning watch in about half an hour, and the aftermorning watch in about half an hour, and the afternoon calendar was lighter still, as only six or seven cases were brought before the notice of His Honor. Among the number was that of John Doolan, a tallor, who was accused of attempting to kiss a lady in Grand street. Mr. Doolan was not sober, but he was gorgeously arrayed, and his dark hair was olded and curied within an inch of his life. He was highly indignant at having to suffer the ignominy of waiking the streets accompanied by a policeman. His blood boiled up at the thought of it, so he expressed himself to the magistrate:—
"Oi am a gentleman, Judge Shandley, and if in the warmth of my heart I feel an admiration for a beautiful lady, I would like to know what there is in the constitution of the United States or of the State of New York to have me thus vilely dragged before a police justice like a common criminal."

Judge—But you have insulted a respectable

This grain was composed of oats, corn, wheat and barley, averaging 50 lbs. to the bushel, which makes a total carriage of 5,373,962 bushels for six months. The Eric Railroad Company have formed a CONNECTION WITH THE WHITE STAR LINE Of steamers, and are bringing freight from the West, for which they give bills oi lading through to Europe. They also contemplate the erection of first class elevators and storchouses on their docks, when all the little petty clicancries to which grain dealers have heretofore been subjected will be entirely overcome. This road is, strictly speaking,

ONE OF OUR LOCAL INSTITUTIONS, and upon it we must base our chief reliance for Western through freight. As long as the New York Central allow their rolling stock to be used on side tracks for the benefit of smail dealers in

FISH CULTURISTS IN COUNCIL

Meeting of Fish Commissioners and Fish Culturists-Government Appropriations-Stocking the Rivers with Shad-A Quarter of a Million of Salmon Eggs Presented to the United States by Germany.

In pursuance of a call by Professor S. F. Baird the United States Commissioner of Fish and Fisheries, a meeting was held at the office of Page, Kidder & Co., No. 10 Warren street, in this city, on Wednesday afternoon. Of the State Com wednesday afternoon. Of the State Commissioners there were present Dr. W. Pietcher, of Concord, N. H.; Dr. M. C. Edmunds, of Weston, and Dr. M. Goldsmith, of Rutland, Vt.; Mr. W. W. Hudson, of Hartford; Mr. Robert G. Pike, of Middletown, and Mr. James A. Bell, of Lyme, Conn.; E. A. and Mr. A. A. Read, of Rhode Island; Hon. R. B Roosevelt, of New York, and Dr. J. H. Slack and

Dr. B. P. Howell, of New Jersey.

Besides these gentlemen, Commissioners of their respective States, there were several gentlemen of the American Fish Culturists' Association, and others; among them Colonel Worrall, of Pennsyl-vania; Dr. Sterling, of Cleveland, Ohio; Maddens Norris, of Philadelphia; Rev. William Clift, of Con-necticut; Seth Green, of Rochester; B. B. Porter, of Baltimore, and Mr. George Shepard Page, of this Hon. R. B. Roosevelt was chosen chairman, and

Mr. Hudson secretary.

SPEECH OF MR. ROOSEVELT.

On taking the chair Mr. Roosevelt said:

On taking the chair Mr. ROOSEVELT.

On taking the chair Mr. ROOSEVELT.

Gentlemen-I am not responsible for this meeting, and I hardly know the specific purposes for which it was called, except perhaps that we may hold a consultation among ourselves, and by our action, so far as we can affect it, call the attention of the public to the cause in which we are all interested, and point out the importance of the subject of fish culture to the whole country. It is a matter which is growing steadily in the public esteem, and will m time, whether short or long, be one of the most important industries in the country, and the speedy consummation of this result depends somewhat upon our efforts and the general intelligence in regard to it. It is only a few years since the uniter was first known in this country. The success of the experiments made here, originally in the subject of the cyclinement of the country. The success of the experiments made here, originally in the country of the cyclin and the general intelligence in regard to it. It is only a few years since that creation of here ye comment that it is not of the Northern States and even in California. The subsequent results were of so encouraging a character that even the Southern and Western States have expressed their desire to unite in this movement. It was enabled at the last session of Congress to carry out the views of the gentleman at whose office we meet and his associates, and to give to the United States Commissioner the appropriation to enable him to procure the eggs of shad and salmon, &c., and to destribute them through the country. I tound the liveliest interest in this subject among the members from the South, who were evy earnest that the efforts which had been made successful at the North should be directed towards their section, and if they were not in a condition themselves to render efficient aid, that the United States should take some part in helping them to develop their resources in this direction. This meeting has been called at the reques

at the request of the Commissioner of the United States, and I presume he will explain the purposes he has in view, and point out the mode of effecting them.

PROFESSOR BAIRD'S REPORT.

Professor Baird then gave a succinct account of his own operations in the administration of the trust committed to him—namely, the propagation of useful food fishes in the waters of the United States. He referred in the commencement of his statement to the origin of the movement when the American Fish Culturists' Association, at its Albany meeting in February, 1872, appointed Mr. George S. Page as the chairman of a committee to urge upon Congress the granting of an appropriation for this work.

This appropriation, which was finally made, to the amount of \$15,000, was not available until the 1st of July, when it was almost too late to do anything in securing young shad for distribution; but, through the enforts of Mr. Seth Green and Mr. Wilson Clift, seconded by the Fish Commissioners of New York and Connecticut, a beginning was made, Mr. Green succeeded in planting several thousand young shad in the Alleghany at Salamanca, and a large number in the Mississippi above St. Paul.

Mr. Clift placed about four hundred thousand also in the Alleghany at Salamanca, as many more in the White River at Indianapolis, and the balance of his stock, amounting to several thousand, in the Platte River, near Denver, Colorado.

Professor Faird referred to the fact that shad had been taken for several years past in the Ouachita, rear Hot Springs, Ark., and in the Alabama River, and more recently in the Escambia and Choctawhalchee. This fact gave good ground to suppose that the Mississippi or its tributaries, as well as many of the rivers emptying into the Guil of Mexico, are capable of being stocked to a great extent with shad. He proposed, should Congress favor the plan, to continue the experiment of placing shad in as many suitable Southern and Western rivers as possible during the coming year, when, it is hoped, he may have the means of entering

at a much earlier season than it was possible to do
this year.

He then explained the measures he had taken to
procure salmon eggs for stocking American waters,
He had, in accordance with suggestions of the
commissioners of several States, at a meeting held
in Boston on the 13th of. June, made an arrangement with Mr. Atkins, of Bucksport, Me., to procure for the United States a large number of eggs
from the salmon of the Penobscot River. This
gentleman, by the aid affolded him by the United
States Commissioners, had been enabled greatly to
extend the operations originally undertaken in the
interest of the New England States, and now has
about six hundred large, healthy salmon in an
enclosure staked off in the centre of a pond of
150 acres. From these fish the eggs are to
be taken at the proper time and impregnated, the
salmon themselves then to be again set free. From
this source he hoped to receive several milhon of
eggs. Wishing to increase the certainty of securing a supply of eggs he entered into correspondence with the officers of the Deutsche Fisherei
Verein, in Germany, and through their influence
the German government had kindly offered to present to the United States 250,000 eggs of salmon
from the Rhine, on the sole condition that the
United States should employ an expert to accompany the eggs to the piace of shipment. This
condition was giadly accepted, and subsequently a contract was made with
Mr. Schuster, of Freiburg, for 250,000
mare eggs of the same variety of salmon. These,
it is expected, will be cared for and transported
to the coast by Mr. Rudolph Hepel, an experienced
fish culturist, and it is even hoped that he may accompany the valuable cargo—which will weigh
5,000 pounds—to America.

In accoviance with the suggestion of the meeting at Botton, it was decided to try to secure an
additional supply of eggs from California, and Mr.
Livingston Stone was despatched for that object
early in August. He established himself on the
Mount Cloud River, a tributary of the Sacramento; this year.
He then explained the measures he had taken to

most trustworthy information, found he was a little too late, the spawning season having already passed.

A most interesting report by Mr. Stone of his work was read, in which he expressed the opinion that, inasmuch as he had already erected a hatching-house and solved many of the problems which were necessary to be decided, the prospect for securing many millions of eggs next year is excelent, provided the ground be occupied as early as the 20th of July. Some ten or fifteen thousand eggs were obtained this season, and may be expected before long.

Great interest was manifested in the report of Professor Baird, and more than two hours were spent in the discussion of a variety of questions as to the best kinds of fish to be introduced; the localities where the Rhine, the Sacramento and the Penobscot salmon should be placed, the number of eggs that each of the commissioners would undertake to hatch out, the influence of ponds upon the destruction of fish, &c.

The gentlemen present expressed their carnest desire that the operations so auspiclously began may be carried forward from year to year to a satisfactory conclusion.

At the close of the meeting Mr. Page read a letter just received from Japan, as to the method of fish culture in that country.

THE LCTPIE STANTON ASSAULT. Bernstein Bailed.

Daniel J. Bernstein, implicated with Joseph

Daniel J. Bernstein, implicated with Joseph Dempsey in the assault on Lottle Stanton, of 18 West Thirteenth street, was yesterday brought before Coroner Young, at the City Hall, by Captain Byrnes, of the Fliteenth precinct, and admitted to ball in the sum of \$1.000 to appear when wanted by the authorities as a witness against Dempsey.

Daniel Winants, a butcher of Catharine Market, became bondsman for Bernstein, who thereupon was discharged from custody.

The friends of Dempsey are using every means in their power to effect his liberation, and have employed the services of an eminent sorgeon with the view of securing at the earliest moment a certificate that Lottle is out of danger, so that the brutal assailant can regain his liberty.

Another consultation will be held in the case today by the medical gentlemen previously named, at which Deputy Coroner Marsh will be present in the interest of public justice. Lottle was considered much better yesterday.

THE JERSEY CITY BANK ROBBERY. Chief Mc Williams Released on Ball-An

other Indictment Against Him.
Chief of Police McWilliams was brought before
the Court of Oyer and Terminer in Jersey City from the county jail yesterday, and his counsel moved that he be admitted to ball. Before that subject was entertained, however, the Chief was arraigned was entertained, however, the Chief was arraigned on another indictment charging him with escaping from the custody of Deputy Sheriff Cronin. To this he pleaded not guilty, and the Court fixed the bail at \$1,000. The bail on each of the four other indictments was fixed at \$7,000, or \$29,000 in all. The following bondsmen then came forward and were accepted:—Ex-Police Commissioner John McCarthy, Charles Scott (father of the City Clerk), David fi. Smith, William Whelan and William C. Whyte. The Chief was thereupon released, and he left the Court accompanied by his friends.

## THE ERIE-PULLMAN CONTROVERSY.

Mr. Barlow Rises to Explain-He

Realized a Lorge Profit, Not from the Eric Railway Company, but from Jay Gouid.

New York, Oct. 18, 1872.

To the Epiron of the Third:

Size—The late managers of the Eric Railway, ill at ease since their expulsion, have inspired the Names to question the honesty and capacity of their successors. The Thirds of the 17th contains an article, with the premise of more, needing correction.

needing correction.

Note: The recent statement of Mr. Watson that the Eric Company had paid to me and to my firm to this time the sum of \$6,000 only, incomprehensible as it seems to Jay Gould and his associates, was, of course, correct.

Second—The original contract between the Sleeping-

second—time original contract between the Sieepingcoach Company and the Frie Company, in existence in
March last, remains unchanged by any act of mine or
of the Company. The statement that this old contract
has been changed or modified "so as to be still more adastille an invention."

to purchase the interest of the Eric Company, or to sell a
part of his own to the Eric Company, both at the option
of the latter, at any time within two years. Beyond this
no contract has been made.

purchase the interest of the Eric Company, or to sell a
part of his own to the Eric Company, both at the option
of the latter, at any time within two years. Beyond this
no contract has been made.

purchase of the company of the contract
General Dix, written at the time, in which I did precisely
what the Fines with consplcuous inaccuracy says I did
not do, but should have done—viz. informed the Eric
Board that I had received and therewish enclosed the
by him endorsed to me, and with his knowledge the Board
(on the motion "of one director," as is somewhat customary) resolved that the check he returned fine, on
the ground that I had originally offered this stock
at opurchase, and can have the benefit of the profit of the profit opurchase, and can have the could not legally have
indicated the profit and them, in another paragraph,
stuilifies liself by asserting that it could not legally have
for that the Eric Company should have bought these shares
and received the profit and them, in another paragraph,
stuilifies liself by asserting that it could not legally have
for the profit in the profit of the profit of the prochase by Mr. Fullmany of the fare
collected on these coaches." But I am not inclined to
admit Mr. Gould's construction of this or any law touching the rights of stockholders in rallway corporations,
this purchase.

Fourth—When this transaction was closed by the purchase by Mr. Gould's construction of this or any and the
recompany, lecused the profit and profit of the prochase of the profit of the profit of the pr

Counsellor Eric Railway
Secretary's Office, Eric Railway Company,
Eighth Avenue and Twenty-third Street. Secretary's Oppics, Emir Railway Compasy,
Eighth Avenue and Twenty-mights Street,
New York, Oct. 18, 1872.

At a meeting of the Directors of the Eric Railway Company held June 19, 1872, at which meeting were present General John A. Dix, President; General A. S. Diven, Vice President; S. L. M. Barlow, John J. Cisco, Henry L. Lamsing, George B. McClellan, Homer Ramsdell, Henry Sherwood and William R. Travers, the following action was taken:

"Whereas Mr. Barlow on the 30th of May last offered to the Board 50 shares of the Eric and Atlantic Sleeping Coach Company's stock at 50 per cent—the price at which he paid for it—and the offer was declined; therefore Mr. Resolved, That this Company has no claim upon Mr. Barlow for said stock or the proceeds of the same."

Attest, H. N. OTIS, Secretary.

MARRIAGES AND DEATHS.

Married.

Amerman—Sage.—On Thursday, October 12872, at the Church of the Holy Saviour, by the Rev. Dr. Cooke, Jacob B. Amerman D. Ella, second daughter of the late Francis P. Sage, all of this city.

Benedict—Webster.—On Wednesday, October 16, 1872, at St. Ann's Episcopal church, by the Rev. Dr. T. Gallaudet, Theodole Hudson Benedict, Jr., to Emily Huntington, second daughter of B. C. Webster, all of this city.

Christensen.—Mancini.—On Tuesday, October 15, 1872, by the Rev. G. J. Geer, Henry T. B. Christensens to Elvina C. P. Mancini, On Tuesday, October 17, at the residence of the bride's parents, David P. Clark, of New Rochelle, to Miss Amanda Findlay, of Tuckahoe.

Cryan—Cole.—On Thursday, October 17, at the residence of the bride's parents, by the Rev. John E. Cookman, James A. Cryan to Hattie N., daughter of Issae P. Cole, Esq., all of this city. No cards. Ellioti—Bruen.—At Newark, N. J., on Wednesday, October 16, by the Rev. Dr. Tidany, Mr. John Elliott, of New York city, to Mrs. Sarah Bruen, of Newark, N. J.

Foucher—Tuener.—On Wednesday, October 16, 1872, at Christ church, New York, by the Rev. Hugh Miller Thompson, J. S. Foucher to Many Alice, daughter of the late Sumpter Turner, both of New Orleans, No cards.

New Orleans papers please copy.

Greenfield—Dustan.—On Thursday, October 17, at Trinity church, by Rev. Dr. R. M. Abercromble, Rev. Dr. T. K. Contad and Rev. Dr. J. C. Eccleston, George J. Greenfield and Mary M. Dunstan, of Staten Island.

Mallory—Carpenter.—At Syracuse, on Wednesday, October 16, by Rev. Dr. R. M. Abercromble, Rev. Dr. T. K. Contad and Rev. Dr. J. C. Eccleston, George W. Carpenter, Esq., of Syracuse.

Mallory—Carpenter, Esq., of Syracuse.

Marcoso—Red.—On Wednesday, October 17, 1872, by the Rev. Dr. Gallaudet. Arthur C. Murphy to M. Josefinne Shaw, all of this city.

Murphy—Shaw.—On Thursday, October 17, 1872, by the Rev. Dr. Gallaudet. Arthur C. Murphy to M. Josefinne Shaw, all of this city.

Murphy—Shaw.—On Friday, October 18, at St. Ann's church, Brooklyn, by the Rev. Mr. Re

by the Rev. Dr. Gallaudet. Arthur C. Murphy to M. Josephine Shaw, all of this city. Baltimore papers please copy.

Naylor—Haggar.—On Friday, October 18, at St. Ann's church, Brooklyn, by the Rev. Mr. Reade, Mr. Joseph Naylors, butcher, of Communipaw, to Mrs. Susan Haggar, of Brooklyn.

English papers please copy.

Prince—Ten Evok.—On Thursday, October 17, 1872, at the residence of the bride's parents, by the Rev. E. P. Ingersoll, Robert Prince to Sadie W. Ten Eyck, youngest daughter of Conrad A. Ten Eyck, Esq., all of Brooklyn. No cards.

Scienck—Barker.—On Thursday, October 17, 1872, at the residence of the bride's parents, by the Rev. Dr. Magge, Abraham V. Schenck, of New Brunswick, N. J., to Sarah E. Barker, daughter of Captain Abraham Barker, of Ramapo Valley, N. J.

Steven—Connell.—On Wednesday, October 16, at St. Peter's Episcopal church, Brooklyn, by the Rev. John A. Paddock, D. D., John R. Steven to Minnie E. Connell, daughter of James S. Connell, all of Brooklyn.

Tristram—Merrill.—In Brooklyn, on Thursday, October 10, 1872, at the residence of the bride's mother, by the Rev. Theodore L. Cuyler, J. Edwin Tristram, of Chicago, Il., to Ella A., daughter of the late John Henry Merrill. No cards.

ANDREWS.—At Perth Amboy, N. J., on Thursday, October 17, Solomon Andrews, M. D., in the 67th year of his age.

Relatives and friends are invited to attend the funeral services, at his late residence, on Sunday, October 20, at two o'clock P. M. Leave foot of Whitehali street at eleven o'clock A. M. Return train at 5:40 P. M.

RELCHER.—At Orange Valley, N. J., on Thursday, October 17, 1872. Theodors Charon, infant son of William H. and the late Mary Beicher, aged 13 months and 5 days.

Funeral from the residence of his aunt, Mrs. De Grauw, at Orange Valley, N. J., on Saturday, October 19, on arrival of the ten minutes past one o'clock P. M. train from New York, Morris and Essex Railroad. Carriages in waiting.

Blaake.—In this city, on Friday, October 18, Mania, wife of Isaac D. Blake, and eldest daughter of Jotham and Sarah Wilson, in the 35th year of her age.

The funeral will take place from the residence of her parents, Seventy-inith street, between Boulevard road and Tenth avenue, at three o'clock on Monday, October 21. Relatives and friends of the family are requested to attend, without further in-Nithiton.

BOYD.—Suddenly, on Thesday, October 15, ALEX-ANDER M. BOYD, youngest son of Sophia E. and the late Dr. samuel Boyd, of Brooklyn, in the 20th year of his age. The relatives and friends of the family are respect-

eleven A. M.

BREMNER.—At Dobbs' Ferry, on Wednesday, October 16, James Bremner, for thirty years Superintendent of the Croton Aqueduct, in the 73d year of his age.

The funeral will take place from the old Practical Church at Debs' Ferry, on Saturday, October 19, at eleven A. M. Train leaves Hudson River depot, Forty-second street, at ten minutes past nine A. M.

BUNN.—On Friday, October 18, Elerange B., son of the late William H. Bunn.

The relatives and friends are respectfully invited to attend the funeral, on Sunday, the 20th mat. at hall-past twelve, from his late residence, No. 437 West Twenty-second street.

Byrnes.—On Friday, October 18, after a short and severe illness, Ellen Byrnes, in the 36th year of her age.

Relatives and friends of the family are respectfully invited to attend the funeral, on Sunday, October 20, at two o'clock P. M., from the vandence of her brother, Hugh G. Kelly, 129th street, Lexington avenue, Harlem.

CARROLL—On Friday, October 18, Daniel, son of William and Johanna Carroll, aged 25 years.

Funeral takes place on Sunday, at two o'clock, from his father's residence, 276 Eighth avenue.

CLARKE.—On Friday, October 18, 1872, Mary CLARKE, the beloved wife of Owen Clarke, and a native of Killey, Kings county, Ireland, aged 31 years.

The friends of the family are invited to attend the funeral, on Sunday, October 20, at two o'clock P. M., from her late residence, Jackson avenue, between Fourth and Flith streets, Long Island City.

CUNNINGHAM.—On Friday, October 18, Prancis Cunningham, of Castleblaney, Monaghan, Ireland, aged 20 years.

The relatives and friends are respectfully invited by his brother, Patrick, and brother-in-law, Terence Shields, to attend the funeral, from 37 Van Brunt street, South Brooklyn, on Thursday, October 17, James F. Curris, aged 24 years and 10 months.

The relatives and friends of the family are invited to attend the funeral, from his late residence, 193 Front street, to the Church of the Assumption, corner of York and Jay streets, on Sunday atternoon,

up for the repose of his soul, on Monday morning at nine o'clock, at St. Stephen's church, Carroll street.

DONNELLY.—On Thursday morning, October 17, Mary Jans, daughter of the late Terrance and Ann Donnelly, aged 20 years and 4 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her mother, 38 Washington street, on Sunday, October 20, at two P. M.

Dowling.—On Thursday, October 17, after a short but severe illiness, Maggie Dowling, the beloved wife of John F. Dowling, in the 25th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, 209 Mulberry street, on Saturday, October 19, at one o'clock precisely.

Downey.—On Friday, October 18, 1872, Archibald Downey, in the 58th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, on Monday, the 21st inst., at twelve M., from his late residence, 513 Third avenue.

Elfon.—On Thursday morning, October 27, Hannah E., widow of Robert F. Eiton.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, 513 Third avenue.

Elfon.—On Thursday morning, October 17, at six o'clock, Clara Sophia, the beloved wife of Jacob Fink, in her 51st year.

The relatives and friends of the family, also the members of Herman Lodge, No. 268, F. and A. M., and the members of the Ladies' Association of 8t. Mark's Luthern church, of Sixth street, are respectfully invited to attend the funeral, on Monday morning, at ten o'clock A. M., from St. Mark's Luthern church, of Sixth street, are respectfully invited to attend the funeral, on Monday morning, at ten o'clock A. M., from St. Mark's Luthern church, of Sixth street, to Greenwood Cemetery.

Foley.—On Friday, October 17, John J. Foley, 2002.

morning, at ten o'clock A. M., from St. Mark's Lutheran church, in Sixth street, to Greenwood Cemetery.

Foley.—On Friday, October 17, John J. Foley, aged 33 years and 5 months.

Notice of funeral in to-morrow's Herald.

Freeman,—On Thursday, October 17, Marietta, wife of Lorrain C. Freeman, and daughter of the late John D. Morrell.

The relatives and friends are respectfully invited to attend the funeral, from her late residence, 57 West Twenty-first street, on Sunday, October 20, at half-past two o'clock.

Graley.—On Thursday morning, October 17, 1872, James Graley, Sr., after a brief illness, aged 66 years, 7 months and twenty-two days.

The relatives and friends of the family are invited to attend the inneral, on Sunday afternoon, 20th inst., at one o'clock, from his late residence, 271 Elizabeth street.

Harris.—At Elizabeth, N. J., on Friday, October 18, Mrs. Elizabeth Harris, in the 60th year of her age.

age.
The relatives and friends are invited to attend the funeral, on Sunday, the 20th inst., at two P. M., from her late residence.

Heins.—On Friday, October 18, 1872, in Brooklyn, Anna, beloved wife of Carsten Heins, in her 56th year.

Anna, beloved wife of Carsten Heins, in her ofth year.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 249 Twenty-third street, second house east of Fifth avenue (Gowanus), on Sunday, October 20, at one o'clock P. M.

IRWIN.—On Wednesday, October 16, James Hrrvey Irwin, M. D., at his residence, 194 Broome street, aged 45 years.

His friends and those of his family, also the members of Standard Chapter of R. A. M., No. 252; Amity Lodge F. and A. M., No. 233; Grand Lodge State of New York Knights of Pythias; Cœur de Lion, No. 25, K. P., and the Board of School Officers and Teachers of the Thirteenth ward, are invited to attend the funeral, at the Seventh Presbyterian church, corner of Broome and Ridge streets, on Saturday, the 19th Instant, at one o'clock P. M., without further notice.

Orange county papers please copy.

Jackson.—In Brooklyn, on Friday, October 18, William Jackson, aged 85 years.

Funeral services at his late residence, 11 Tompkins place, on Sunday, at four o'clock P. M. Friends of the family and of his sons, Joseph H. and Theodore F. Jackson, are invited to attend. Burial services at Rockaway, N. J., on Monday, at two o'clock P. M.

MURRAY.—At South Yonkers, on Thursday, October 17, Hattie A. MURRAY, youngest child of

dore F. Jackson, are invited to attend. Burial services at Rockaway, N. J., on Monday, at two o'clock P. M.

MURRAY.—At South Yonkers, on Thursday, October 17, HATHE A. MURRAY, youngest child of Richard and Susan E. Murray, aged 5 years, 3 months and 14 days.

Helatives and friends of the family are respectfully invited to attend the fineral, on Simday afternoon, at two o'clock, from the Church of the Mediator, South Yonkers.

McCaffrey.—On Thursday, October 17, after a short but painful illness, Mary Ann, the only and beloved daughter of Owen and Mary McCaffrey, in the 22d year of her age.

The friends of the family are respectfully invited to attend the funeral, from the residence of her parents, 127 Cherry street, on Sunday, 20th last, at half-past one P. M.

MGGATH.—On Thursday morning, October 17 John J. McGrath, aged 32 years.

The remains will be taken from his late residence, 150 Summit street, South Brooklyn, at ten o'clock on Saturday morning, 19th inst., to St. Stephen's church, Carroll street, between Henry and Hicks, where a requiem mass will be celebrated for the remose of his soul: thence to Calvary Cemetery for interment. Relatives and friends of the family, and of his brother-in-law, Terence J. Murtha, are requested to attend.

POTTER.—At Fort Washington, on Friday, October 18, Joseph Potters, aged 58 years.

Notice of funeral hereafter.

Seanrook.—On Friday, October 18, IRENE WESTER-VELT, youngest child of James A. and Harriet Quinn, aged 4 years and 4 months.

Notice of the funeral hereafter.

Seanrook.—On Friday, October 18, at three P. M., Nicholas, son of Joseph and the late Sarah Seabrook, of Clonegall, county Carlow, Ireland, aged 37 years.

Funeral from the residence of his brother-in-law, Benjamin Browne, 182 East 122d street, on Sunday, October 20, at one o'clock P. M.

Dublin and Wicklow (Ireland) papers please copy.

Shra.—On Thursday, October 17, 1872, Marr, the only and beloved daughter of Patrick and Mary

October 20, at one o'clock P. M.
Dublin and Wicklow (Ireland) papers please copy.
Shea.—On Thursday, October 17, 1872, Many, the only and beloved daughter of Patrick and Mary Shea, aged 3 years and 6 months.
The relatives and irlends of the family are respectfully invited to attend the funeral, from her parents' residence, 530 Pearl street, on Sunday, October 20, at two o'clock P. M.
STARR.—On Thursday morning, October 17, Mrs.
ALMIRA B., wife of Eben T. Start and daughter of the late Charles Babcock, Esq., of Hartford, Conn.
Funeral services took place at her late residence, 101 West Forty-eighth street, on Friday atternoon, at two o'clock.
Thomas—On Friday, October 18, 1872, after a brief but severe illness, Mrs. Sophile Thomas, willow of August Thomas, in the 83d year of her age.
The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, 336 Garden street, Hoboken, N. J.
Notice of funeral will be given hereafter.
WANMAKER.—On Wednesday, October 16, HENRY WANMAKER, in the 47th year of his age.
The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, 439 West Forty-fourth street, on Sunday morning, October 20, at ten o'clock.
WILLIAMS.—At Spring Valley, Rockland county, on Thursday, October 11, LEITTIA WILLIAMS, wife of Capitain A. S. Williams, in the 32d year of her age.
The funeral will take place, from the residence of her brother-in-law, John G. Pushae, 212 Eckford street, Greenpoint, on Saturday, October 19, at two o'clock P. M.; thence to Cypress Hill Cemetery. The friends of the family also the members of Polar Star Lodge, No. 246, F. and A. M., are respectfully invited to attend the funeral without further notice.